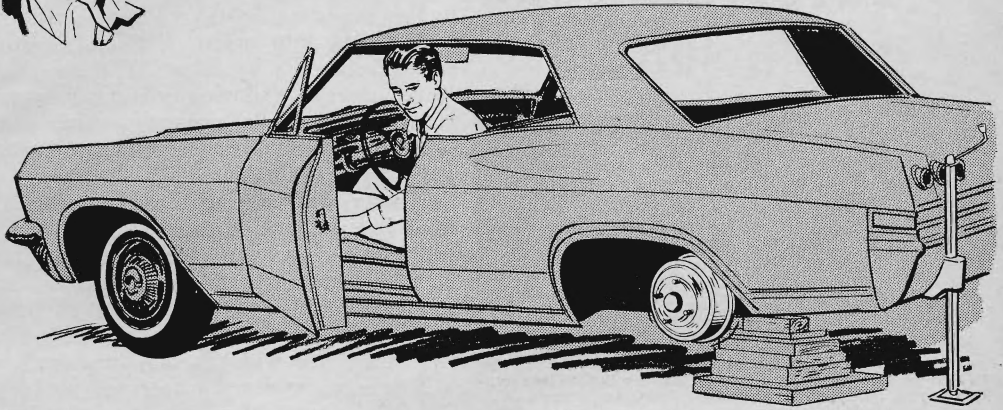




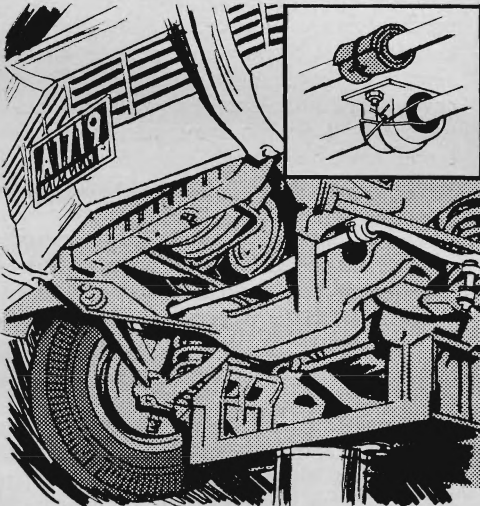
Hints from the Model Garage

DRAWINGS BY
DAN TODD

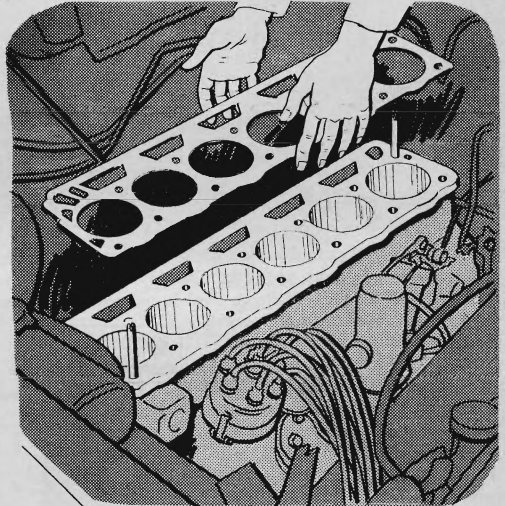


Have trouble removing rear-wheel brake drums from late-model Chevrolets and Pontiacs? Try this: When the drums stick to the axle flange, with the car jacked up and both rear wheels removed, start the engine, engage first gear, and

accelerate to the equivalent of 30 or 40 m.p.h. Quickly release accelerator and hit foot brake. Then engage reverse, accelerate, and stop suddenly. Check the drums. If still stuck, do it again. Soon the drums will come loose.



Worn or lost rubber bushings for stabilizer bars can be replaced by scrap from an inner tube rolled around the bar and fitted inside the mounting hole. Cut the rubber so it sticks out at both ends of the bracket. Wrap the whole assembly with a piece of $\frac{3}{32}$ " GI wire. Use enough rubber to get a tight fit, push into place.



Fitting a cylinder-head gasket on an in-line six is easier if you cut the heads off two bolts long enough to come through the head, saw a slot on top of them, and fit them in diagonally opposed end holes. Drop the pasted gasket on the block, then the head, start a couple of bolts, and withdraw the two line-up studs.